



# Kanata Highlands

## Planning Rationale

Plan of Subdivision / Zoning By-law Amendment

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## Prepared For:

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## 1.0 INTRODUCTION

FOTENN Consultants Inc. has been retained by the Richcraft Group of Companies (Richcraft) to prepare a Planning Rationale and to assist in filing a Zoning By-law Amendment and Plan of Subdivision Applications for a 25.6 hectare property located in Kanata. The subject property is legally described as Part of Lot 8, Concession 1, Geographic Township of March, City of Ottawa, hereon referred to as 'Kanata Highlands'.

In support of the applications, and in addition to this Planning Rationale, the following materials have been submitted:

- Site Servicing Study and Plan, prepared by DSEL (6 copies);
- Stormwater Management Report, prepared by DSEL (6 copies);
- Geotechnical Study, prepared by Paterson Group (4 copies);
- Grade Control and Drainage Plan, prepared by DSEL (6 copies);
- Transportation Impact Study, prepared by Parsons (9 copies);
- Noise Study, prepared by Gradient Wind (3 copies);
- Environmental Site Assessment (Phase 1), prepared by Paterson Group (5 copies);
- Environmental Impact Statement, prepared by McKinley Environmental (11 copies);
- Survey Plan, prepared by AOV (2 copies);
- Draft Plan of Subdivision, prepared by AOV (50 copies); and,
- Archaeological Resource Assessment, prepared by the Archaeologists (3 copies).

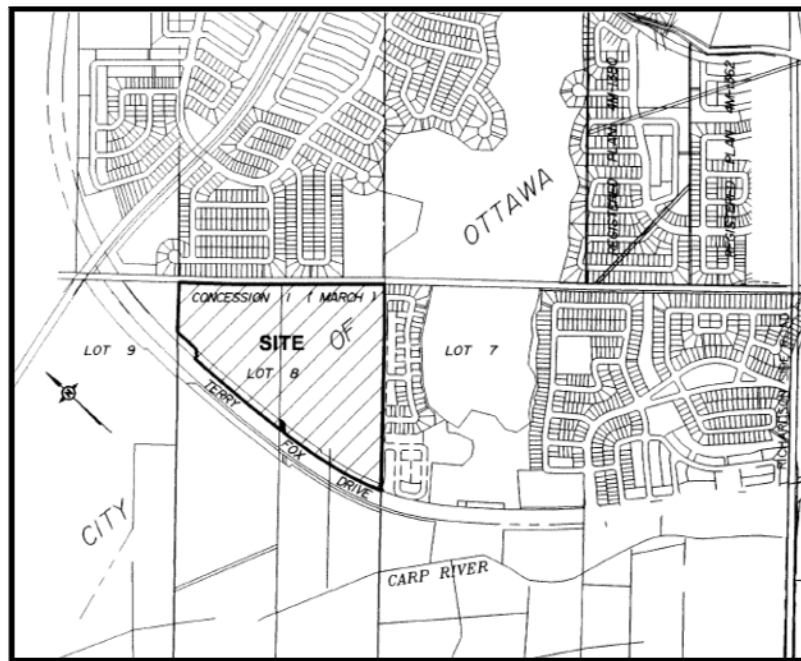
### 1.1 DEVELOPMENT PROPOSAL

In order to proceed with the proposed development, two (2) applications have been submitted to the City of Ottawa: A Zoning By-law Amendment Application and a Plan of Subdivision Application. These applications will permit the development of 435 residential units fronting on six (6) new local streets with a right-of-way width of 18 metres. The Plan of Subdivision will consist of: 52 three (3) storey back-to-back townhomes; 224 townhouses, and; 159 single dwellings. In addition to residential uses, the proposal includes a 6.5 hectare Open Space area and a Park Block approximately 0.9 hectares in size.

## 2.0 BACKGROUND

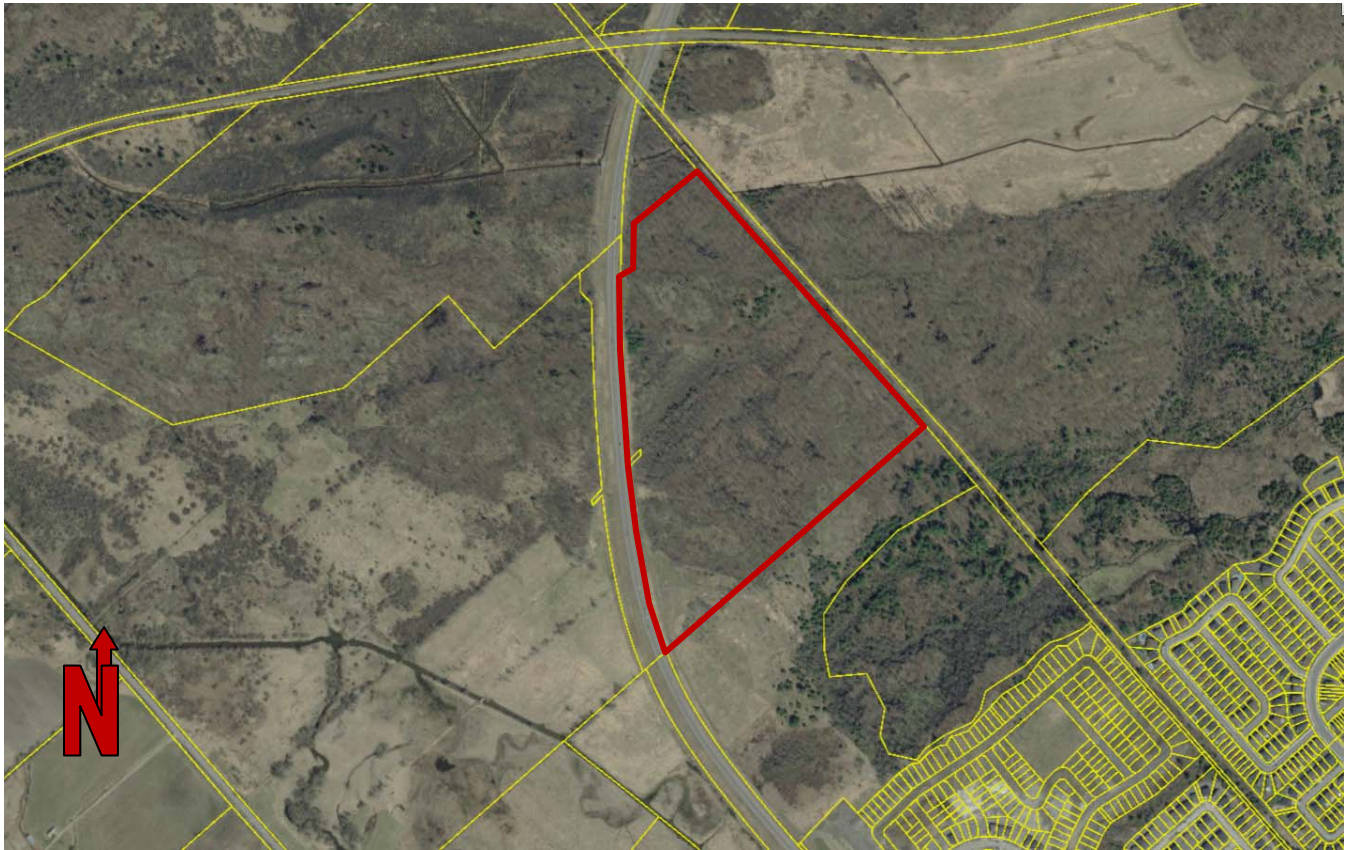
### 2.1 SITE CONTEXT

Richcraft Group of Companies owns a 25.6 hectare parcel of land, known as the subject site, in Kanata, City of Ottawa. The site is bound by the arcing Terry Fox Drive along its western side,, the Richardson Ridge Phase 4 lands (Regional Group) to the south, a City-owned park space to the north and the unopened First Line Road Allowance along the eastern edge. Beyond the unopened road allowance is the KNL Phase 7 development. It should be noted that Terry Fox Drive represents the western border of the urban boundary of the City of Ottawa, beyond which are lands also owned by Richcraft.



The site has approximately 755 metres of frontage along Terry Fox Drive, approximately 615 metres of frontage along the adjacent Richardson Ridge subdivision, approximately 610 metres of frontage along an unopened road allowance and future subdivision to the north and approximately 180 metres of frontage along the west property line.

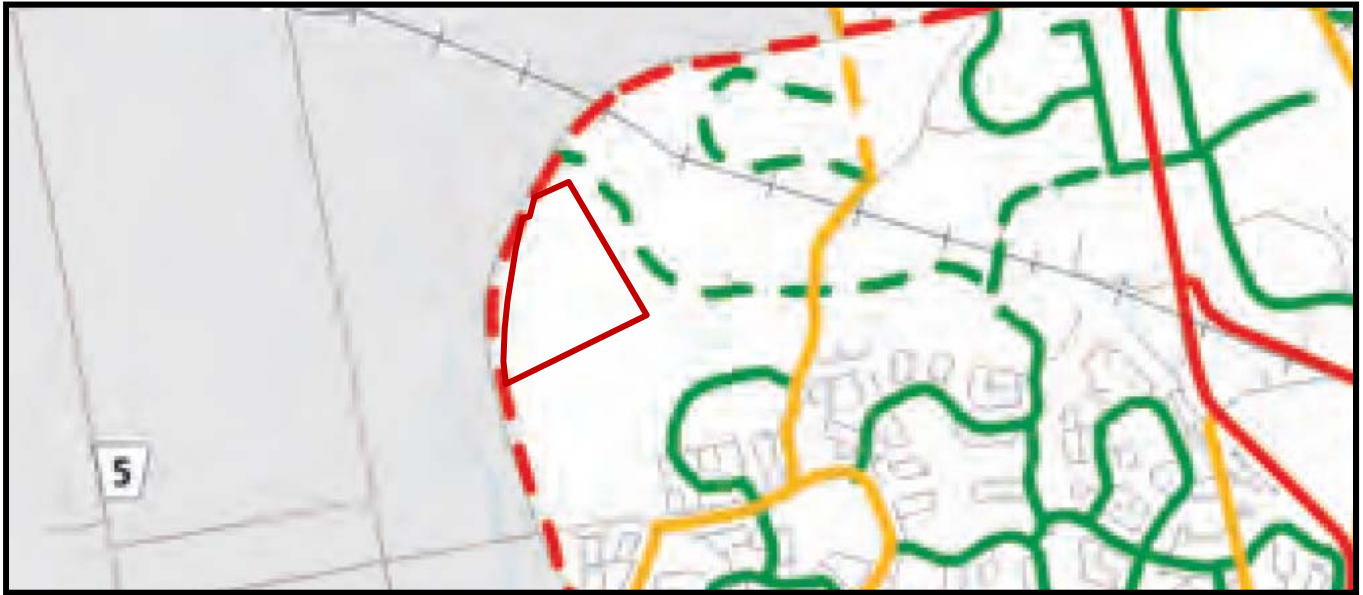
The site is currently vacant and tree covered and is currently being used for passive recreational uses. The surrounding area directly adjacent to the subject site is undeveloped; however, these lands are expected to be developed for residential and local commercial/institutional uses. In general, the surrounding neighbourhood consists of low and medium density residential development. The site is located in close proximity to several parks and other green spaces. Further, there are a number of primary, elementary, and secondary schools that serve the residents of the surrounding community.



AERIAL SNAPSHOT OF THE SUBJECT LANDS

## 2.2 SITE ACCESS & TRANSPORTATION

Access to the subject site is provided by Terry Fox Drive, designated as a proposed Arterial Road on Schedule E of the City of Ottawa's Official Plan. Arterial roads are the major roads of the City that carry large volumes of traffic over long distances. Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling lanes, and bus stops and shelters.



SCHEDULE E: URBAN ROAD NETWORK – CITY OF OTTAWA OFFICIAL PLAN

Currently, Terry Fox Drive at this location does not perform as an arterial roadway due to the fact that the surrounding community is largely undeveloped. In addition to the surrounding future subdivision developments, the Kanata Highlands subdivision will attract the critical mass of vehicular traffic to classify this roadway as an Existing Arterial.

In light of the above, OC Transpo does not run regular bus services to and from the subject lands. With the advent of approximately 455 residential units, regular bus service will be a feature of this development. The approval of the planning applications will warrant the need for regular local bus service with connections to the rapid transit system.

## 2.3 COMMUNITY AMENITIES

The subject lands benefit from being in excellent proximity to many shopping plazas including the nearby 'Signature Centre' and 'Kanata Centrum'. In addition to these shopping centres, the following parks and schools have been identified:

- South March Highlands Conservation Forest (Rural Portion);
- Beaverpond Park / Graham Beasley Trail;
- Walden Park (dog park, splash pad, tennis courts, basketball court & sports field);
- Keyrock Park (outdoor skating rink and dog park);
- Whalen Park (sports fields, ball diamond, dog park and skating rink);
- Broughton Park (children play area);
- St. Gabriel School;
- Saint-Remi Catholic Elementary School; and,
- All Saints High School.

## 3.0 POLICY FRAMEWORK

### 3.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, came into effect on April 30, 2014, and provides policy direction on matters of Provincial interest and sets the foundation for the regulation of development and land use planning. The PPS requires that decisions of municipal councils ‘shall be consistent with’ policies contained in the PPS when considering any development.

Generally, the PPS requires that municipal councils ensure an efficient pattern of land use, a coordinated and comprehensive approach to making land use decisions, that development is consistent with and at locations where municipal services and transportation are available, and that development contributes to the long-term economic prosperity of the municipality.

The proposed Kanata Highlands subdivision and zoning by-law amendment is “consistent with” the Provincial Policy Statement (PPS). The proposed development supports one of the fundamental objectives of the Provincial Policy Statement in promoting cost-effective development patterns that stimulate economic growth. As per the PPS, cost-effective development patterns are commonly associated with proposals which optimize density, capitalize on existing infrastructure and promote mix of uses in an immediate area.

The PPS heavily emphasizes densities and mix of land uses which efficiently use land and resources and are appropriate for and efficiently use, the infrastructure and public service facilities which are planned or available, avoid the need for their unjustified and/or uneconomical expansion and a range of uses and opportunities for intensification and redevelopment.

Through the PPS, planning authorities are obligated to provide for an appropriate range of housing types and densities and facilitate all forms of residential intensification and redevelopment (Policy 1.4.3.b.2). Consistent with the PPS, the proposed development will contribute to the range of housing available in Kanata.

#### *Building Strong Communities (Section 1.0)*

The relevant policies in *Section 1.1 – Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns*:

- Healthy, liveable and safe communities are sustained by (Policy 1.1.1):
  - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. (Policy 1.1.1.a)
  - Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space to meet long-term needs. (Policy 1.1.1.b)
  - Promoting cost-effective development standards to minimize land consumption and servicing costs (Policy 1.1.1.e)



- Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. (Policy 1.1.3.1)
- Land use patterns within *settlement areas* shall be based on:
  - a) densities and a mix of land uses which:
    - efficiently use land and resources;
    - are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion (Policy 1.1.3.2)
- New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. (Policy 1.1.3.7)

The proposed Kanata Highlands Subdivision is consistent with the above policies in that the subject site is located within a Settlement Area and is adjacent to an existing built-up area. The proposal for a mix of singles and townhouse units is appropriate by offering a residential density that allows for the efficient use of land, infrastructure and public service facilities that will meet the long-term needs of the community.

## *Housing (Section 1.4)*

The relevant policies in *Section 1.4 – Housing* include:

- Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:
  - Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. (Policy 1.4.3.a);
  - Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. (Policy 1.4.3.c)
  - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed. (Policy 1.4.3.d)

The proposed development meets the objectives of the PPS by providing Planning Authorities with a range of housing types and densities to meet the projected requirements of the community of Kanata. The Richcraft townhomes may also provide low to medium income home buyers with affordable housing options, in contrast to single-detached dwellings. Furthermore, the strategic location of this development will allow it to take advantage of the existing infrastructure and public service facilities. As a result of the above, the proposed development is consistent with the goals set out in the Provincial Policy Statement.

## **3.2 CITY OF OTTAWA OFFICIAL PLAN**

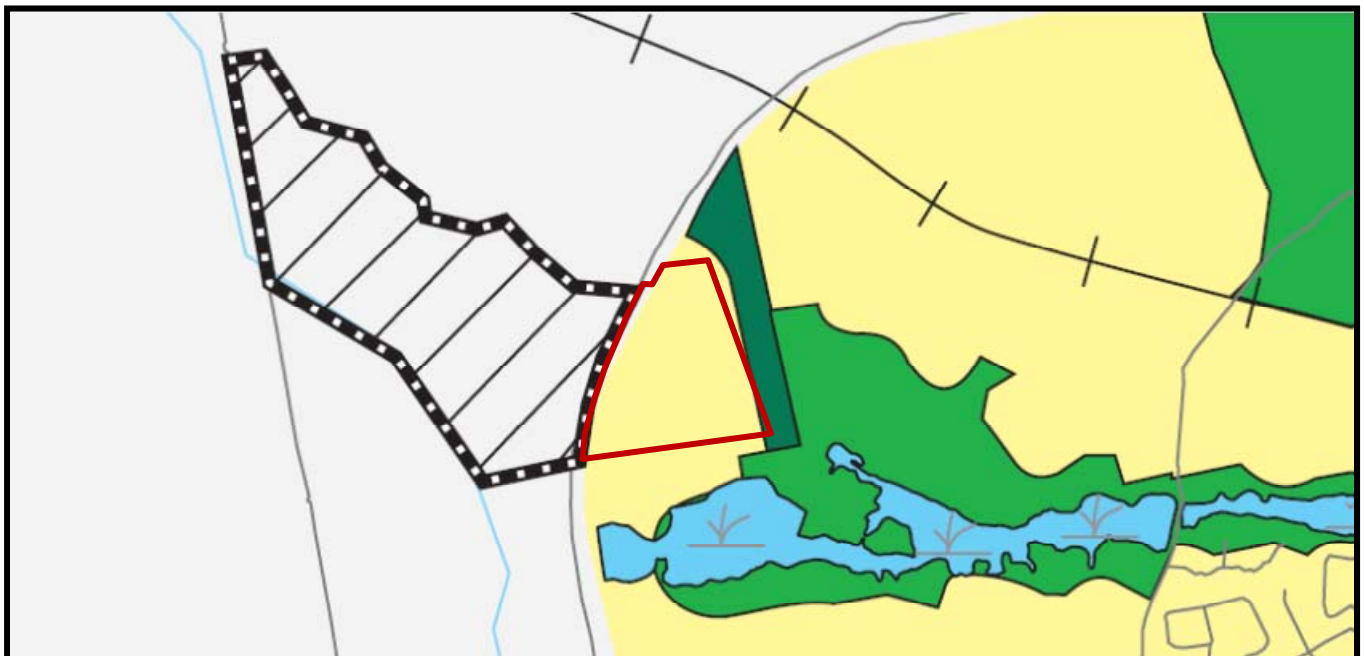
### Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and was approved by the Ministry of Municipal Affairs and Housing (MMAH) in

April 2014, with appeals. For the purposes of this Planning Rationale, the policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) have been reviewed and analyzed for the proposed development. In addition, the new policies of OPA 150 which are relevant to the proposed development have been taken into consideration.

### City of Ottawa Official Plan

The City of Ottawa's Official Plan designates the subject lands within the *General Urban Area* (Section 3.6.1). This designation permits the development of a full range and choice of housing types and non-residential uses as a means to facilitate the development of complete and sustainable communities (Policy 1).



SCHEDULE B: URBAN POLICY PLAN, CITY OF OTTAWA OFFICIAL PLAN

In addition to Policy 1 of Section 3.6.1, the following *General Urban Area* policy is relevant to the proposed development:

2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

The proposed development has been evaluated against the Urban Design and Compatibility policies of Section 2.5.1 and 4.11 in this report.

### Urban Design and Compatibility

Community design generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. As the City grows and changes over time, design of these elements should work together to complement or enhance the unique

aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City. The main components of our communities where urban design plays a key role include: built form, open spaces and infrastructure.

In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' among those functions that surround it. Generally speaking, the more a new development can incorporate the common characteristics of its setting in its design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being 'the same as' the existing development.

The Design Objectives of the Official Plan are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly stated, and are to be applied within all land use designations, either at the citywide level or on a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases. The following Design objectives and principles of the Official Plan are noteworthy with respect to the proposed development:

- 1) To enhance the sense of community by creating and maintaining places with their own distinct identity
  - Recognize and reflect on the history of the community.
  - Create distinctive places and appreciate local identity in patterns of development, landscape and culture
  - Reflect a thorough and sensitive understanding of place, context and setting.
- 2) To define quality public and private spaces through development.
  - Defining and enclosing spaces using buildings, structures and landscaping.
  - Enhance and enliven the quality, character and spatial delineation of public spaces.
  - Meet the needs of pedestrians as a priority.
  - Contribute to attractive public spaces and important vistas.
- 3) To create places that are safe, accessible and are easy to get to and move through.
  - Connect buildings and spaces through a network of roads, sidewalks and pathways in ways that are understandable.
  - Provide appropriate signage identifying pathways, intersections and landmarks.
  - Create places and spaces that are visible and safe and can be confidently used at all hours of the day and at night where it is appropriate to do so.
- 4) To ensure that new development respects the character of existing areas.
  - Design should integrate new development to complement and enliven the surroundings and complement the massing patterns, rhythm, character and context.
- 5) To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
  - Allow for varying stages of maturity in different areas of the city and recognize that buildings and site development will exhibit different characteristics as they evolve over time.

- Accommodate the needs of a range of people of different incomes and lifestyles at various stages of the life cycle.
- 6) To understand and respect natural processes and features in development design.
- Protect the City’s natural heritage system and take an ecosystem approach to design that supports natural functions such as natural drainage, groundwater recharge and discharge and wildlife habitat.
  - Protect, integrate and enhance the urban forest, vegetative cover, green spaces and corridors, environmental features and landscapes, and existing topography, where possible and appropriate.
- 7) To maximize energy-efficiency and promote sustainable design to reduce resource consumption, energy use and carbon footprint of the built environment.
- Maximize opportunities for sustainable modes of transportation, such as walking, cycling and transit.

The proposed Plan of Subdivision meets many of the broad design objectives stated in Section 2.5.1 of the Official Plan.

When developing individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing and micro-climatic conditions are all prominent considerations when assessing the relationship between a proposed development and the surrounding context. Consequently, the issue of context is crucial as it relates to compatibility and design.

The criteria set out in Section 4.11 of the Official Plan provide the means to objectively evaluate the compatibility of infill development. The following table is an evaluation of the criteria in relation to the proposed development.

COMPATIBILITY CRITERIA	CONFORMITY
<b>TRAFFIC</b>	A Traffic Impact Study (TIS) was prepared by Delcan (now Parsons). This study concludes the development is appropriate and recommended from a transportation perspective. An updated version of the TIS has been initiated by the owner and will be submitted under separate cover.
<b>VEHICULAR ACCESS</b>	Access/egress to the proposed residential subdivision from Terry Fox Drive is proposed at two locations. The Draft Plan also includes internal, local road connections to the subdivision to the south (Richardson Ridge)
<b>PARKING REQUIREMENTS</b>	Throughout the proposed subdivision, each individual dwelling unit, whether a single detached or townhome, requires one space per dwelling. As a result, each unit will provide for a minimum of one space per unit.
<b>OUTDOOR AMENITY AREAS</b>	The proposed development includes a range of ground-oriented dwelling types, each with their own private outdoor amenity areas. The proposed development will not have any undue adverse impacts on any

COMPATIBILITY CRITERIA	CONFORMITY
	of these areas.
<b>LOADING AREAS, SERVICES AREAS AND OUTDOOR STORAGE</b>	Given the nature of the residential subdivision, no loading, service areas or outdoor storage is being proposed.
<b>LIGHTING</b>	The proposed Plan of Subdivision will not have any light spill over or glare from any lighting source onto adjacent light-sensitive areas.
<b>NOISE AND AIR QUALITY</b>	The Plan of Subdivision is located in an area and designed to minimize the potential of any undue adverse effects on adjacent sensitive uses related to noise odours and other emissions.
<b>SUNLIGHT</b>	There are no anticipated sunshading impacts on any adjacent properties.
<b>MICROCLIMATE</b>	There are no anticipated microclimate impacts within the proposed Plan of Subdivision.
<b>SUPPORTING NEIGHBOURHOOD SERVICES</b>	As discussed in an earlier section of this report, there are many existing community amenities in the vicinity. The proposed development will contribute to strengthening these amenities and may provide an opportunity for new community amenities.

As demonstrated above, the proposed Greenfield residential subdivision is not anticipated to have any undue adverse impacts on any adjacent residential areas. The proposed development will infill a large vacant parcel consistent with the policies of both the General Urban Area and the Urban Design and Compatibility criteria of the Official Plan.

## 4.0 REGULATORY FRAMEWORK

### 4.1 CITY OF OTTAWA ZONING BY-LAW (2008-250)

The City of Ottawa’s comprehensive Zoning By-law (2008-250) currently zones the subject lands Development Reserve (DR) Zone. The purpose of the DR Zone is to recognize lands intended for future urban development in areas designated as General Urban Area in the Official Plan. The DR Zone is meant to limit the range of permitted uses to those which will not preclude development options and to impose regulations to ensure a low scale and intensity of development that reflect the characteristics of existing land uses.

Most of the permitted uses in the DR zone are low impact, passive recreational uses (i.e. community garden, marine facility, agricultural use). The DR Zone does not permit residential uses other than permitting an accessory detached dwelling. As a result, a Zoning By-law Amendment is required in order to introduce residential, commercial and institutional uses on the subject lands.

## 5.0 APPLICABLE DESIGN GUIDELINES

### 5.1 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

The City of Ottawa has produced urban design guidelines to assist in the evaluation of proposed developments. As a new development on a 'greenfield', the subject site is subject to the Urban Design Guidelines for Greenfield Neighbourhoods [September 2007]. These Guidelines requires additional design considerations, and deals specifically with the City's expectations during the development review process for Greenfield Neighbourhoods within the Urban Area of the City of Ottawa.

The objectives of the Urban Design Guidelines for Greenfield Neighbourhoods are to:

- Protect and integrate the site's inherent environmental, topographic and cultural features;
- Create a comfortable pedestrian and cycling environment and attractive streetscapes;
- Ensure the compatibility and links between different land uses in the neighbourhood and with adjacent neighbourhoods;
- Encourage transit-oriented development; and,
- Establish a system of parks and greenspaces that are plentiful, accessible and connected to each other.

The proposed development is consistent with these guidelines as highlighted below:

Guideline #2 - Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood.

Guideline # 3 - Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristics.

Guideline # 4 - Preserve existing green corridors such as along watercourses, as connections for wildlife and for pedestrians and cyclists. Maintain the natural character of these features and limit the number of encroachments. Ensure that public use does not detract from the environmental quality.

Guideline # 6 - Incorporate landform features and topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements.

Guideline # 9 - Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.

Guideline # 10 - Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.

Guideline # 11 - Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.

Guideline # 13 - Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.

Guideline # 14 - Maximize opportunities for passive energy conservation and south facing exposure through street orientation, block pattern, building location and heights. Use vegetation and architectural detailing for shading and wind protection.

Guideline # 19 - Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular, depending on features within the park, and are approximately 0.8 hectares in size.

Guideline # 20 - Locate parks so that they front onto at least two streets, or have the longest edge front onto the street. Locate parks at 'T'- intersections to terminate streetscape views.

Guideline # 22 - Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.

Guideline #23 - Include a landscaped buffer between the arterial right-of-way and the local right-of-way for single-loaded streets fronting onto arterial roads.

Guideline # 27 - Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Guideline # 32 - Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection.

Guideline # 35 - Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.

Guideline # 57 - Provide landscape buffer areas around natural features, such as woodlots or watercourses, to protect the ecological functions. Plant these buffers with native tree and shrub species to prevent invasive plant species from becoming established.

The proposed Plan of Subdivision is generally consistent with the City's Urban Design Guidelines for Greenfield Neighbourhoods, specifically as it relates to the structuring layout, street design and greenspaces.

## 6.0 REQUESTED APPLICATIONS

In order to proceed with the proposed development, two (2) applications have been submitted to the City of Ottawa: A Plan of Subdivision Application and a Zoning By-law Amendment Application as described below.

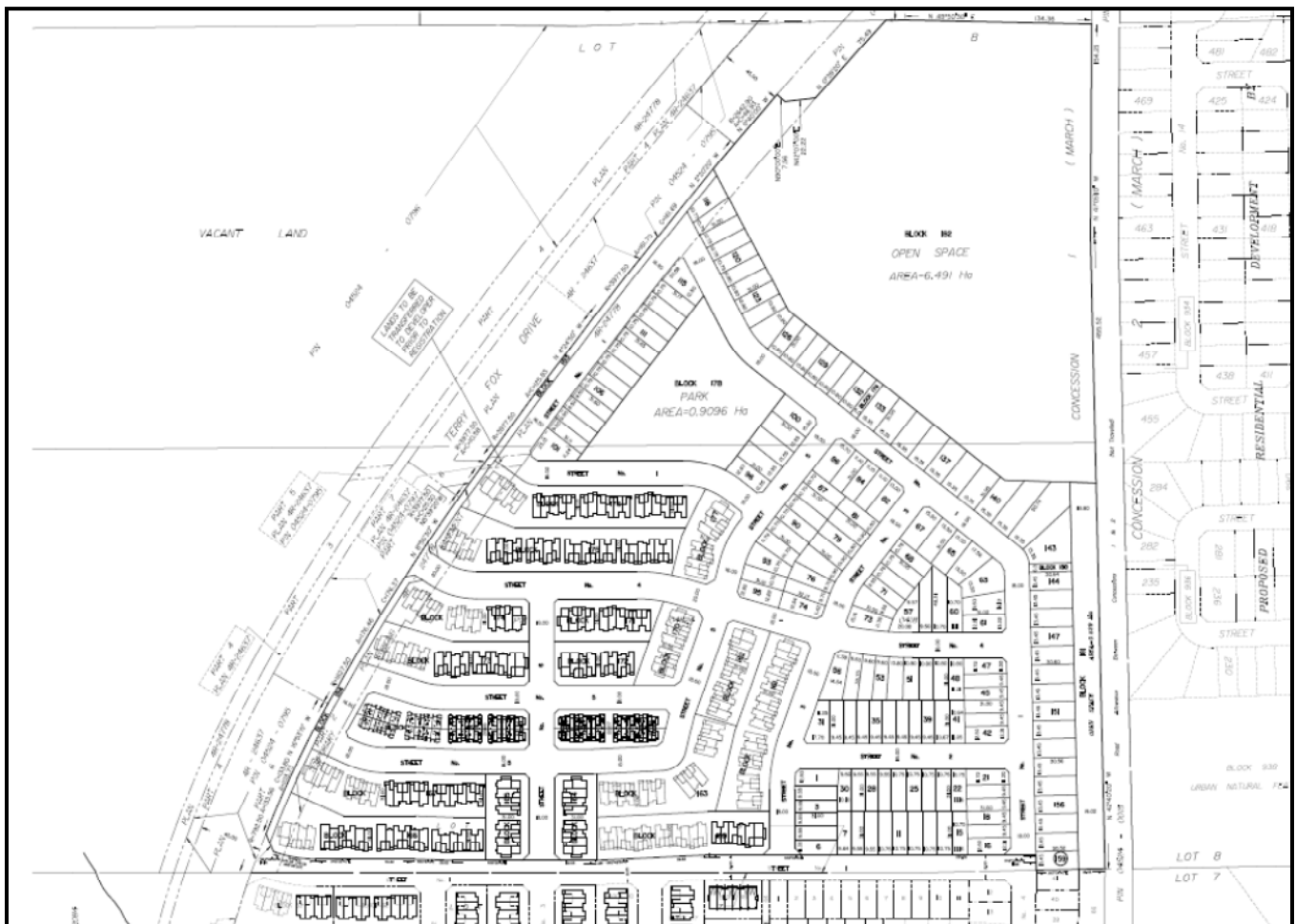
### 6.1 PLAN OF SUBDIVISION APPLICATION

The proposed Plan of Subdivision Application will permit the development of approximately 435 residential units consisting of:

- 52 back-to-back townhomes;
- 224 townhouses, and;
- 159 single dwellings.

The Plan of Subdivision proposes two new access/egress to Terry Fox Drive, including a shared street (Street No. 1) with the Richardson Ridge Subdivision to the south. The proposed six (6) new local streets will include a right-of-way width of 18 metres.

In addition to residential uses, the proposal includes a Community Park (Block 178) approximately 0.9 hectares in size located at the north-west corner of the subdivision. Further, and consistent with the Open Space Lands Agreement with the City of Ottawa, Richcraft has preserved a 6.5 hectare Open Space (Block 182) area adjacent the City lands to the north. In total, approximately eight (8) hectares of Open Space is being preserved at the north end of the Plan of Subdivision. The former road allowance along the eastern edge of the subdivision (approximately 0.529 ha) is also being preserved as an Open Space (Block 181) area. To promote connectivity between the new residential areas, the Plan of Subdivision includes a 6 metres wide pedestrian link to the KNL subdivision to the east.



SNAPSHOT OF PROPOSED PLAN OF SDUBDIVISION



## 6.2 ZONING BY-LAW AMENDMENT APPLICATION

The proposed Zoning By-law Amendment will rezone the subject lands from Development Reserve (DR) to: Residential Third Density (R3); and, a Park and Open Space (O1) Zone. Approval of the Zoning By-law Amendment Application will be a condition of the Plan of Subdivision Agreement with the City of Ottawa.

In order to accommodate the proposed building typologies, Richcraft is requesting a Residential Third Density, Subzone Z (R3Z) Zone. The purpose of the R3 Zone is to allow for a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan.

The 52 back-to-back townhomes will require an exception to Section 136 of By-law 2008-250 to permit more than eight (8) attached dwelling units in a townhouse dwelling.

The following R3Z Zoning table provides the zone provisions per proposed dwelling type.

Principal Dwelling Type	Minimum Lot Width (m)	Minimum Lot Area (m <sup>2</sup> )	Maximum Building Height (m)	Minimum Front Yard Setback (m)	Minimum Corner Side Yard Setback (m)	Minimum Rear Yard Setback (m)	Minimum Interior Side Yard Setback (m)
Detached, Linked-detached	9	240	11 <sub>1</sub>	3 <sub>2</sub>	3 <sub>3</sub>	6 <sub>3</sub>	Varies <sub>4</sub>
Townhouse	6	150	11 <sub>1</sub>	3 <sub>2</sub>	3 <sub>3</sub>	6 <sub>3</sub>	1.2

<sub>1</sub> Despite the maximum building heights in Table 160A above the maximum building height for detached and townhouse dwellings is 10.0 metres. Unless the building has a packed roof having a slope of 1 in 3 (4/12 pitch) or steeper, in which case the maximum building height is 11m

<sub>2</sub> The minimum setback between the vehicular entrance to a private garage or carport and an existing planned sidewalk is 6.2m. No portion of a private garage or carport shall be located more than 2.5 m closer to a street lot line than the closer of:

- i) a building front wall or side wall, or
- ii) a covered porch or veranda that is at least 2.5m wide

<sub>3</sub> Access to a lot by means of a rear lane is permitted, provided the rear lane is a minimum of 8.5 metres wide. Where access is via the rear lane, the minimum rear yard setback may be reduced to 1.0 metre, and in no case may the width of the garage, carport or driveway exceed 50% of the width of the rear lot line.

<sub>4</sub> Minimum total interior side yard setback is 1.8m, with one minimum yard no less than 0.6 m wide. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard. In Area A on Schedule 342, the minimum interior side yard setback is 0.6m on one side and 1.2m on the other.

## 7.0 SUPPORTING STUDIES

In addition to this Planning Rationale, several technical reports, studies and plans were prepared and reviewed in support of the proposed development and applications. These reports, studies and plans were submitted under separate cover and include:

Phase I Environmental Site Assessment (prepared by Paterson Group): The purpose of the Phase I Environmental Site Assessment was to research the past and current uses of the site and adjacent lands in order to identify activities which may have impacted the soil and groundwater quality beneath the property. Based on the historical review, the subject property has been either vacant or agricultural land with occasional farmsteads since 1945, although the land has not been used for agriculture for some time. Adjacent properties have also been vacant, or used for agricultural and/or residential purposes since 1945. No concerns were identified with respect to the historical use of the subject site or adjacent lands.

Following the historical review, a site visit was conducted. The site was vacant and unutilized. The site is generally covered in rocky outcrops and larger trees. Adjacent and neighbouring properties consisted mainly of vacant treed land or residential properties. No concerns were observed during the site visit.

A subsurface investigation was carried out on the land in 2006 for geotechnical purposes. No signs of contaminants or deleterious fill material were observed during the drilling program. Based on the results of the Phase I ESA, a Phase II ESA was not required.

Geotechnical Investigation (prepared by Paterson Group): The objectives of the Geotechnical Investigation were to: determine the subsoil and groundwater conditions at the site by means of test holes, and to provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect its design.

The report contains Paterson's findings and includes geotechnical recommendations pertaining to the design and construction of the subject development. The recommendations include:

- Review detailed grading plan(s) from a geotechnical perspective.
- Observation of all bearing surfaces prior to the placement of concrete.
- Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- Observation of all subgrades prior to placing backfilling materials.
- Field density tests to ensure that the specified level of compaction has been achieved.
- Sampling and testing of the bituminous concrete including mix design reviews.
- Suggest foundation alternatives based on the potential long term settlements.

Traffic Impact Study (prepared by Delcan, now Parsons): The scope of work for the T.I.S. was discussed with Staff and was determined that since the proposed subdivision is at the edge of the urban boundary, a 'screenline analysis and study area collision analysis' would not be required. In addition, the primary focus is on local issues including; current Terry Fox Drive peak hour volumes, site intersection spacing and requirements, internal street layout and pedestrian and bicycle network connectivity.

The T.I.S. concludes by providing findings and recommendations on: Projected traffic volume generation; Site connections to Terry Fox Drive; internal roads, connections and intersection locations; projected transit ridership; and, turning lane requirements and recommendations. Overall, the T.I.S. concludes the development is appropriate and recommended from a transportation perspective.

An updated version of the T.I.S. has been initiated by the owner and will be submitted under separate cover.

Archaeology (prepared by The Archaeologists): A Stage 1 background study of the subject property was conducted to provide information about the property's geography, history, previous archaeological fieldwork and current land condition in order to evaluate and document in detail the property's archaeological potential and to recommend appropriate strategies for Stage 2 survey.

A Stage 2 property assessment was conducted to document all archaeological resources on the property, to determine whether the property contains archaeological resources requiring further assessment, and to recommend next steps. The characteristics of the property dictated that the Stage 2 survey be conducted by test pit survey.

The Stage 1 background study found that the subject property exhibits potential for the recovery of archaeological resources of cultural heritage value and concluded that the property requires a Stage 2 assessment. The Stage 2 property assessment, which consisted of a systematic test pit survey, did not result in the identification of archaeological resources.

The Stage 1 background study concluded that the property exhibits archaeological potential. The Stage 2 property assessment did not identify any archaeological resources within the subject property. The report recommends that no further archaeological assessment of the property is required.

Environmental Impact Statement (EIS) & Tree Conservation Report (TCR) (prepared by McKinley Environmental Solutions): McKinley Environmental Solutions prepared a Detailed Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) for the proposed development. The EIS and TCR are presented as an integrated submission and are meant to be read together.

The study notes that several designated natural habitats exist in the vicinity of the Site. There is a small wetland area at the northern edge of the open space block within the Site, beyond which is Shirley's Brook. These features are located well within the proposed open space block, and are more than 250 m from the proposed development edge. Therefore, no significant negative impacts on the wetland and Shirley's Brook are anticipated. There is a small channel in the western part of the Site which flows into a stormwater easement and culvert under Terry Fox Drive. This stormwater easement and culvert were established as a temporary measure during the construction of Terry Fox Drive, and were to be retained only until development of the area east of Terry Fox Drive was complete. Following subdivision development, the culvert will no longer be required for either wildlife movement or for conveyance of surface drainage. As such, the stormwater easement is scheduled to be transferred for development prior to registration. The channel is not considered a significant aquatic habitat feature, and so transfer and development of the stormwater easement is not expected to result in a significant negative environmental impact. A follow-up Headwater Drainage Assessment will be completed in early 2017 to provide additional information on this feature.

The majority of the Site is currently forested. The proposed extent of tree retention is anticipated to preserve the significant features and functions of the woodlot. The arrangement of the open space blocks will ensure that a portion of the interior forest habitat within the Site is protected, and the critical buffer areas around adjacent features (e.g. Shirley's Brook and the Deciduous Swamp in the northern part of the Site) will also be preserved (as noted above). The major linkage function of the Site will be maintained by the arrangement of retained

blocks along the First Line Road Allowance, which will provide a connection to adjacent natural areas. In addition, the passive recreational functions currently provided by the woodlot will continue to be provided by the 7 ha of retained open space areas, which will be transferred to the City of Ottawa following development. It is therefore anticipated that the currently proposed 7 ha of open space dedication will be sufficient to preserve the significant features and functions of the woodlot.

Several Species at Risk (SAR) are known to occur in the vicinity of the Site. Portions of the Site meet the definition of Category 3 Blanding's Turtle (threatened) habitat due to the Site's proximity to wetland areas (located on adjacent properties). However, it should be noted that the four year radio telemetry study completed in the area by Dillon Consulting did not document any occurrences of Blanding's Turtle within the Site, and there are no known areas of Category 1 or 2 Blanding's Turtle habitat within Kanata Highlands Phase 1. Several Butternut Trees (endangered) were also noted within the Site, and a follow-up Butternut Health Assessment (BHA) is scheduled to be completed in May 2017. Following completion of the BHA, the proponent will contact the OMNRF to discuss potential impacts to Blanding's Turtle and Butternut Trees, in order to determine whether an authorization for the development is required under the Ontario Endangered Species Act (ESA). Requirements for these species will be fulfilled in compliance with the rules and regulations of the ESA. Mitigation measures have been proposed to avoid impacts to the individuals of these species.

Wood Thrush and Eastern Wood Pewee, which are both species of special concern, were observed within the forested area of the Site. The habitat of these species is not regulated under the ESA, although mitigation measures have been proposed to avoid impacts to the individuals of these species. As noted above, the proposed 7 ha of open space dedication is anticipated to preserve the significant features and functions of the woodlot, including a sufficient portion of the forested habitat so that Eastern Wood Pewee and Wood Thrush are likely to continue to be found in the area following development. Pending that the mitigation and avoidance measures outlined in this report are implemented appropriately, the proposed development is not anticipated to have a significant negative effect on the natural features and functions.

Regarding the TCR, the proposed extent of tree retention is anticipated to preserve the significant features and functions of the woodlot. The arrangement of the open space blocks will ensure that a portion of the interior forest habitat within the Site is protected, and the critical buffer areas around adjacent features (e.g. Shirley's Brook and the Deciduous Swamp in the northern part of the Site) will also be preserved. The major linkage function of the Site will be maintained by the arrangement of retained blocks along the First Line Road Allowance, which will provide a connection to adjacent natural areas. In addition, the passive recreational functions currently provided by the woodlot will continue to be provided by the 7 ha of retained open space areas, which will be transferred to the City of Ottawa following development. It is therefore anticipated that the currently proposed 7 ha of open space dedication will be sufficient to preserve the significant features and functions of the woodlot.

Servicing Report (prepared by David Schaeffer Engineering Ltd.): The Servicing Report identifies the proposed development to be within the City's water distribution Pressure Zone 3W. Water servicing is to be provided through connections to the neighbouring property to the south. An existing 300 mm and proposed 150 mm watermain within Terry Fox Drive will provide a redundant water connection to both developments. Modeling results indicate adequate fire flow and supply is available per the demands established with the City of Ottawa. Based on the modeling results, pressure reducing valves may be required and should be confirmed at the time of construction. Boundary conditions from the servicing report for the south property were used in the analysis

and pressures found in this report are to be verified once updated boundary conditions are provided. The proposed water supply design conforms to all relevant City of Ottawa Guidelines and Policies.

Sanitary sewers are designed as per the City of Ottawa guidelines. There are three proposed sanitary options considered, with the preferred option being construction of a new sanitary pumping station to be located west of Terry Fox Drive. The sanitary pumping station flows will discharge to the Signature Ridge Pump Station via a proposed sanitary forcemain. This proposed servicing concept provides a viable servicing outlet for the Urban Expansion Study Area lands on the west side of TFD.

Storm sewers are designed as per the City of Ottawa guidelines, including the amendment to the guidelines per Technical Bulletin PIEDTB-2016-01. Storm sewers will outlet to one of two storm servicing options. It is recommended that the Kanata Highlands outlet to a new SWM Facility west of TFD, outside the Carp River floodplain. The second option has the Kanata Highlands servicing split between a new SWM Facility west of TFD and two oil and grit separators located on the lands to the south (Richardson Ridge, Phase 4).

The new SWM Facility will be designed to achieve the quality control target of 70% TSS removal (Normal Level of Protection) as well as controlling post-development flows to pre-development conditions. The oil and grit separators to the south are designed to achieve the quality control target of 80% TSS removal (Enhanced Level of Protection) due to the proximity to a PSW.

A Hydraulic Grade Line (HGL) analysis will be completed and underside of footing elevations will be set at a minimum of 0.30 m above the 100-Year HGL elevation during detailed design. The HGL must remain below the underside of building footing during the stress test event (100-year + 20%).

Servicing and grading has been designed as low as possible as the site is subject to a grade raise restriction of 1.5 m. The grading will be reviewed by the geotechnical engineer at the time of detailed design and provide recommendations.

Erosion and sediment control measures will be implemented and maintained throughout construction. The Carp River will be protected from any negative impacts from construction.

Overall, the design has been completed in general conformance with the City of Ottawa Design Guidelines and criteria presented in other background study documents.

## **8.0 CONCLUSION**

The proposed development represents, in our opinion, good land use planning and reflects appropriate development for the site that is consistent with the broad policy directions of the Provincial Policy Statement (2014), the City of Ottawa Official Plan, and the intent of the City of Ottawa Zoning By-law 2008-250.



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